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THE WEEKLY OF
BUSINESS AVIATION

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GA PRODUCT LIABILITY LEGISLATION is expected to be introduced jointly in the Senate this week by Sens. Wendell Ford (D-Ky.) and Nancy Kassebaum (R-Kan.) and in the House by Rep. Dan Glickman (D-Kan.)

SEN. FORD, chairman of the Senate aviation subcommittee, expressed concern last week about the Bush Administration's delay in naming a new FAA Administrator. Referring to widespread reports the nominee will be Navy Admiral James B. Busey (BA, Feb. 27/66), Ford said "everyone knows the name, but for some reason it has not been submitted to the Senate. I'm concerned that it might be May before the FAA has an Administrator."

ONLY DIRECT COMPETITOR for Canadair's 48-seat Regional Jet would probably be eliminated from the market if Bombardier, Canadair's parent company, is successful in acquiring Short Brothers of Belfast (see related article on Page 76). Shorts is developing the 48-seat FJX aircraft for the regional market, but that program, requiring development of a totally new airframe, is more expensive and involves more technical risks than Canadair's stretch of the existing Challenger business jet.

INDUSTRY PARTICIPATION in the General Aviation Market Expansion (GAME) Plan is continuing to grow. Organizers said that during the first two months of this year 90 new companies signed up to help finance the promotional and advertising effort. There are now a total of 550 aviation companies involved in the program.

FAA FORECASTS VERY LITTLE GROWTH IN GA FLEET DURING NEXT DECADE

General aviation fleet will register a less than one percent increase over the next 12 years, growing from 217,200 aircraft in fiscal 1988 to only 222,100 in fiscal year 2000, according to the annual FAA Aviation Forecast released Friday, a prediction that drew a sharply negative reaction from the General Aviation Manufacturers Association. Although manufacturers reported increased deliveries and billings last year for the first time since 1977 (BA, Jan. 23/25) and most analysts predict substantial increases in unit production this year, FAA's figures project no increase or declines in most segments during the next decade, with only turbine-powered aircraft forecast to increase significantly.

In detailing FAA's general aviation numbers, John Rodgers, director of aviation, policy and plans at FAA, said "we cannot overlook the fact that we may also be experiencing a fundamental change in the tastes and preferences of the population. If this is occurring, then falling prices, operating costs, and real interest rates, accompanied by economic growth, may not be sufficient to revive the market."

FAA said the active piston aircraft fleet is projected to decline at an annual rate of .4 percent, falling from 171,000 in 1988 to 162,000 in the year 2000. Number of multi-engine piston aircraft is expected to decline through 1993 and then increase at a rate of about 100 aircraft per year until reaching the present level of 23,400. Turbine powered aircraft will increase from 9,700 in 1988 to 15,600 in the year 2000, growing at approximately four percent a year. Hours flown are expected to grow at a rate of only 1.2 percent a year, resulting in an estimated 38.6 million hours flown in the year 2000.

Ed Stimpson, president of the General Aviation Manufacturers Association, said "this is just another unrealistic, off-the-wall forecast that proves FAA doesn't understand the makeup of the GA user. The fundamental factor in this whole issue remains the resolution of product liability."

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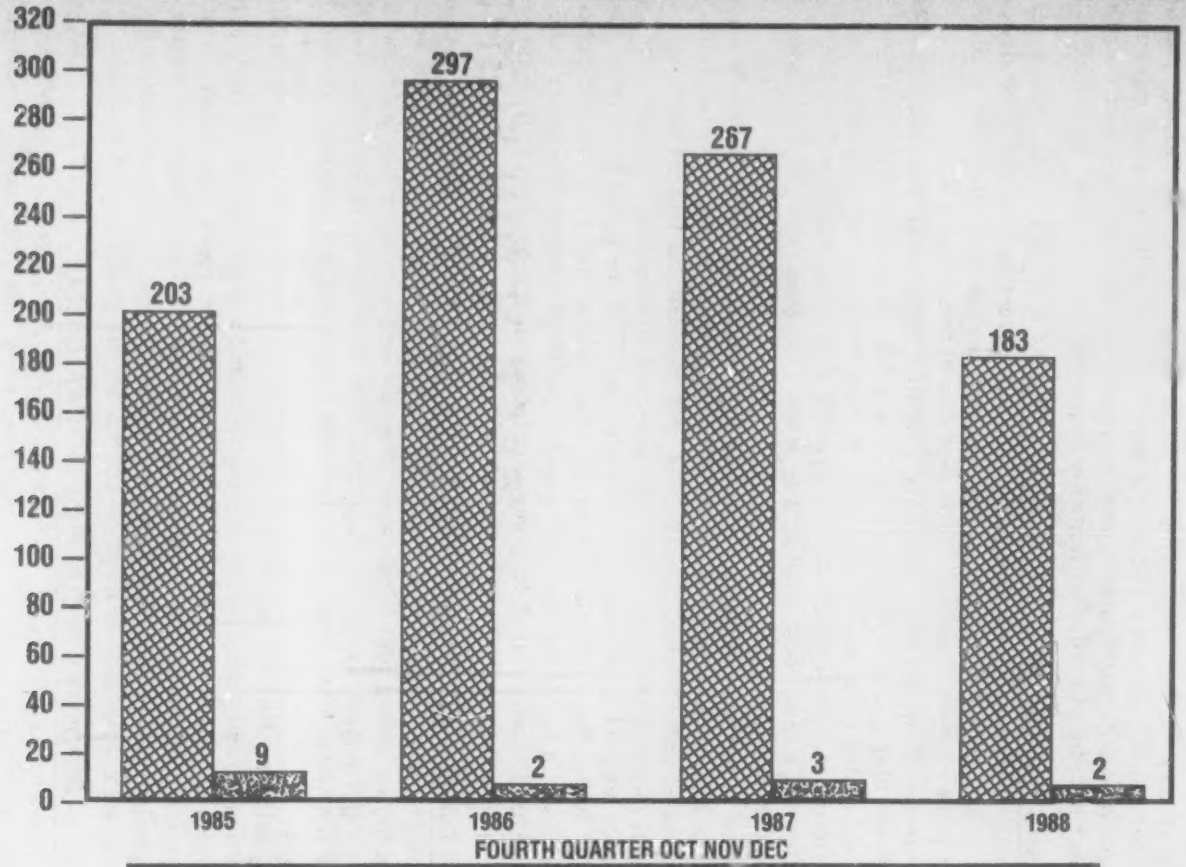
USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

HEAVY

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

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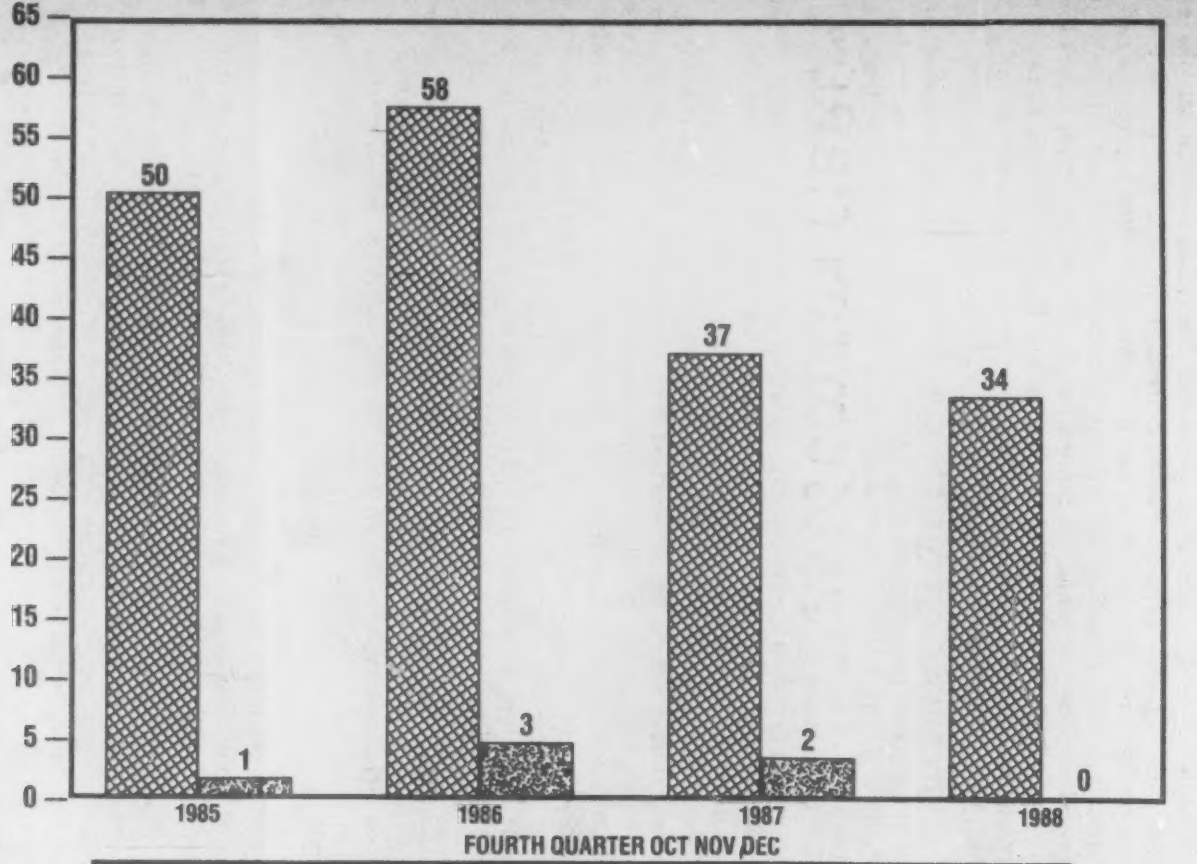
USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



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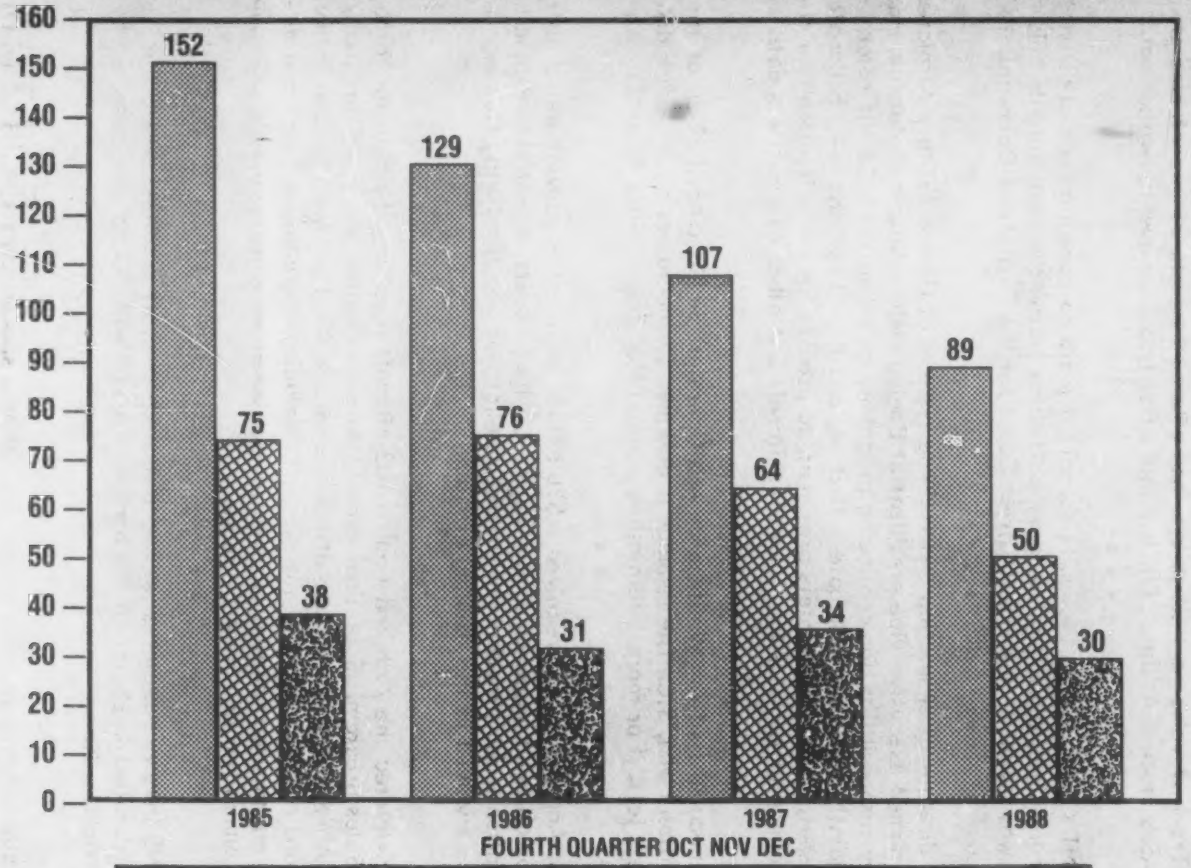
USED RETAIL JET DELIVERIES - NORTH AMERICA



LIGHT	MEDIUM	HEAVY
SN601 Corvette	Citation 3	CL600/601 Challenger
Beechjet 400	Falcon 20/200	Falcon 50/900
Citation 1 + 2	BAE 125 (All Models)	G1159 Gulfstream 2/2B/3/4
Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
I.A.I. 1121 A/B/C Commodore Jet	I.A.I. 1125 Astra	All Airliner Type Jets
Lear Jet 23/24/25/28/29/35/36	Lear Jet 55/55ER/55LR/55XLR/55C	Such as Boeing 707 and similar type aircraft
MU300 Diamond 1/1A/2	Saberliner (All Models)	
MS760 Paris Jet		

SOURCE: AVDATA, INC., WICHITA, KS.

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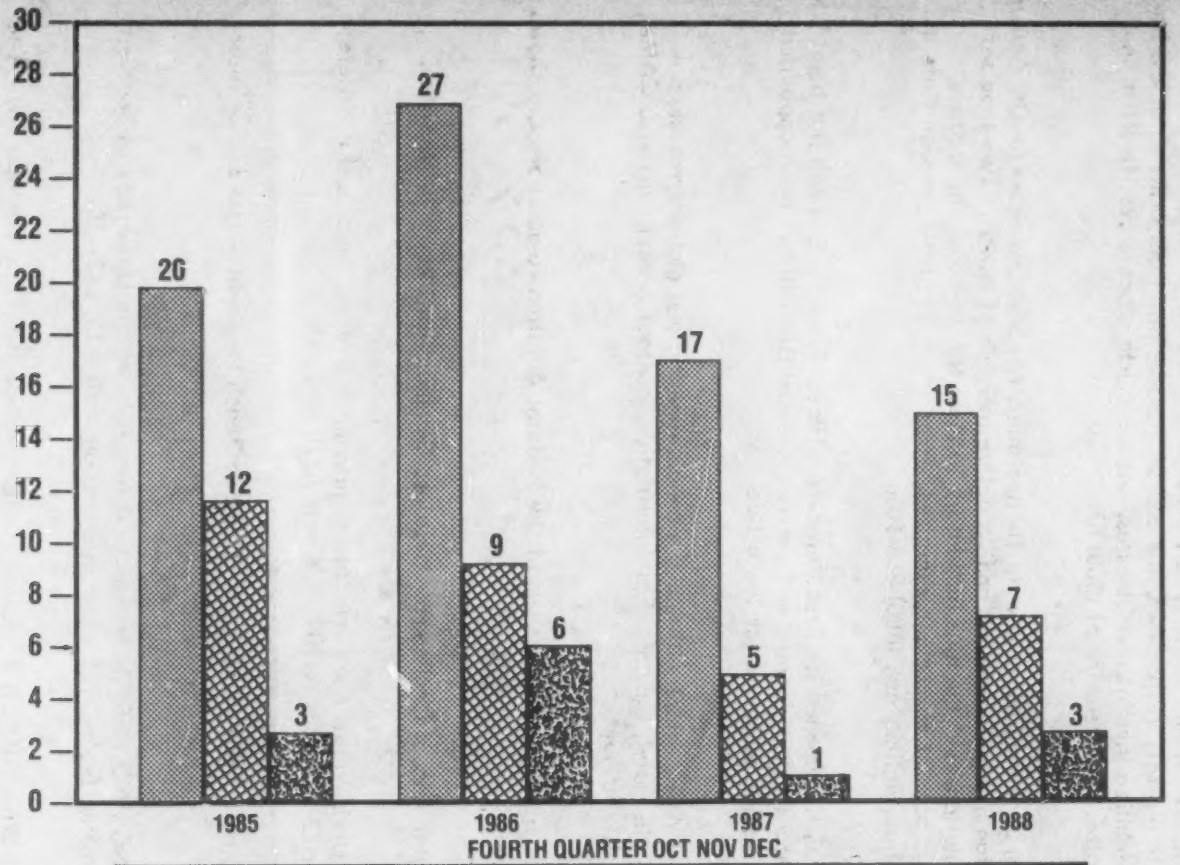
USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



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Citation 1 + 2	BAE 125 (All Models)	G1159 Gulfstream 2/2B/3/4
Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
I.A.I. 1121 A/B/C Commodore Jet	I.A.I. 1125 Astra	All Airliner Type Jets
Lear Jet 23/24/25/28/29/35/36	Lear Jet 55/55ER/55LR/55XLR/55C	Such as Boeing 707 and similar type aircraft
MU300 Diamond 1/1A/2	Saberliner (All Models)	
MS760 Paris Jet		

SOURCE: AVDATA, INC., WICHITA, KS.

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